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2. Employees of South Manchurian Railway Shops

C = number of Chinese

	Dairen		Mukden		Chang-chun		Mutan-chiang		Harbin		Harbin Locomotive		Tsitsihar		TOTAL	
Year		C		C		C		C		C		C		C		C
1937		6226		1637		816				1323		867		436		6226
1938		2461		2284		683				1521		1008		529		8688
1939		2513		2830		976				1913		1337		644		10293
1940		2303		3114		928				1645		1180		688		9853
1941		2575		2932		798		322		1475		1278		770		10073
1942		3482		2932		906		424		1678		1300		1059		11781
1943		6013		2971		1011		675		1843		1324		1558		15395

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b. The above are railroad shops. The South Manchurian Railway Company had another shop at Harbin for making ships. Except for the Dairen branch, the railroad shops have existed only for maintenance, inspection, and repair of rolling stock. The Dairen shop constructed new rolling stock (locomotives, passenger cars and freight cars), built up /assembled?/ locomotives, motor coaches, and passenger cars, and effected the maintenance of rolling stock.

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3. Number of Repaired Rolling Stock per Year at South Manchuria Railway Shops

L - number of locomotives P - number of passenger cars A - number of armored motor cars
 M - number of motor coaches F - number of freight cars

	Dairen Shop				Mukden Shop				Changchun S. Shop				Harbin S. Shop			
Year	L	M	P	F	L	M	P	F	L	M	P	F	L	M	P	F
1937	262	53	611	3560	271	97	423	2016	134	210	1011		13	797	1883	
1938	224	49	483	3429	289	88	360	1880	156	209	980		53	449	1385	
1939	223	47	428	3409	287	70	439	2124	146	228	1096		60	539	1174	
1940	261	55	486	3312	274	59	456	2022	133	242	1130		49	481	1587	
1941	239	51	517	3611	276	46	571	1927	132	264	1077	62	39	522	1451	
1942	211	82	549	3293	264	42	548	2493	133	264	1351	88	347	41	564	1836
1943	225	38	592	3514	238	43	614	2631	142	297	1441	104	362	22	621	2098

	Tsitsihar S. Shop				TOTAL				
Year	L	M	P	F	L	M	P	F	A
1937	251		74	77	561	992	163	2148	9031
1938	294		77	94	792	1040	190	1595	8466
1939	255		72	128	977	983	177	1758	9380
1940	232		76	114	742	976	163	1779	8799
1941	216		90	138	695	1015	144	2012	8761
1942	215		114	143	923	1325	165	2068	10243
1943	241		182	205	1063	1132	125	2329	11609
1944									
1945					2419	139	3027	41503	171

note: In 1945, another S. M. R. shop was being built at Kirin.

4. Factory Capacities for Producing Rolling Stock in Manchuria in 1945

Name of Factory	Locomotives per Year	Passenger Cars per Year	Freight Cars per Year
S.M.R. Dairen Workshop	40	20	300
Dairen Machine Mfg. Co.	60	80	2000
Manchuria Rolling Stock Co.	30	50	1800
Dairen Dock Co.			800
Manchuria Factory			600
TOTAL	130	150	*5500

* It was possible to increase the capacity for making freight cars to 7000.

5. Locomotives Produced in Manchuria in 1944

Name of Factory	Constructed	Assembled Only	TOTAL
S.M.R. Dairen Workshop	68	32	100
Dairen Machine Mfg. Co.	61		61
Manchuria Rolling Stock Co.	36		36
TOTAL	165	32	197

In 1945 the production capacity of these factories was increased to 300-350 locomotives per year.

6. General Information on Production

a. Before 1937 much of the South Manchuria Railway's new rolling stock was made in Japan, except for the rolling stock constructed at the Dairen shop of the S.M.R. After 1940, however, the freight cars for Manchurian and North China railroads were mostly made in Manchuria. In 1944 a majority of the locomotives also were made in Manchuria because importation from Japan was very difficult.

b. The Manchuria Rolling Stock Company built a plant which was supposed to produce 100 locomotives, 100 passenger cars, and 600 freight cars a year. By the end of the war the manufacturing capacity of the factory was 50 locomotives, 84 passenger cars, 1500 freight cars, and 60 dumpcars (boiler cars) a year. At that time the Soviet army removed 68 pieces of manufacturing equipment from the workshops.

c. The Tungsha /Tunghua?/ Automotive Car Mfg. Company had shops capable of assembling parts, constructing car bodies, and repairing rolling stock. armored trains. [redacted] were built by S.M.R. workshops [redacted]

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